(6) A cartable road should be constructed from Kottayam to Alleppey through Kumarakam and a canal should be opened alongside of it. Several of the former Chief Engineers of the State recognised the importance of such a road. Sir P. Rajagopalachariar himself had that idea in mind when he permitted the reclamation of the Vembanad lake for purposes of cultivation. The money realised from the auction of the 3rd portion of the Vembanad lake should be ear-marked for that purpose.

(7) The Kumarakam road should be improved. A road from Vechur to Kumarakam should be constructed and connected with the Kottayam-Kumarakam road.

(8) A road should be constructrd to connect Olassa and Tiruvarpu.

(9) A six-feet trace should be cut from Kodayampadikkal to Kallumkaltara.

(10) Another road from Kumarakam Vadakkumkara to Muttantekon should be opened alongside of the Vembanad lake.

(11) A foot-bridge should be put up across the market canal at Kumarakam.

The Member also prayed that contracts in the Public Works Department be given to Co-operative Societies. He observed that, if cocoanut trees were planted along the Kottayam-Kumarakam road, a good revenue could be realised.

President's reply.—Your remarks regarding the planting of avenue trees and giving contracts to Co-operative Societies are noted. You want a proper path from Kodayampadikkal to Kallunkaltara. The matter will be looked into. An investigation for a new road from Vadakkumkara to Muttantekon will be made. Then you want another train service from Kottarakara to Trivandrum. The matter will be considered. Regarding the construction of a foot-bridge across the Kumarakam market canal, an estimate will be called for. An estimate has been sanctioned for a foot-bridge at Illikkal. This will be revised and funds will be provided for a cart-bridge in the budget for 1100. As regards the road from Kumarakam to Vaikam, I have already stated, in reply to a previous representation, that as a first step the road from Vaikam to Vechur will be taken up. As regards the road from Kottayam to Muttantekon at Kumarakam, survey and land plans are being prepared, and after they are received, the matter will be considered. Your other representations are also noted for consideration.

70. Deepening and enlarging the Palace and market landings at Kottayam.

Mr. Chandi Mani (Member, Trading Classes, Kottoyam) in the course of his speech observed that Kottayam was one of the most important centres of trade in the State, and that it was a place through which rubber, tea, pepper and other products of the hilly districts of Travancore were transported to Cochin, Alleppey, etc. It should, however, be confessed that the town sadly sufferred from lack of facilities for the promotion of trade. Its most important landing place was the Cutcherry Kadavu, where innumerable boats assembled every day to load and unload goods. The Member said that it was highly necessary to extend the area of the landing, to deepen the basin and to illuminate the landing at night.

The road from Cutcherry Kadavu to the market was in a very bad condition and the Member pointed out the need for its improvement. He also requested that the market landing might be improved.

President's reply.—In regard to the market landing, let me tell you that a sum of Rs. 3,994 has been already spent to improve and extend it. As regards the Palace landing and Cutcherry Kadavu a sum of Rs. 2,000 has been sanctioned for improving the same. You say that the basin has to be deepened. It will be improved and cleared of silt. There are two more landing places in your town. The Chief Engineer says that these four landing places will do for the present, and that, if more are wanted, the Municipal Council may consider the question and send up proposals to the Government. Then you want that the gradients of the portion of the road leading to the Cutcherry landing should be eased. All that is feasible has been already done.

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